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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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THIS IS UNEVALUATED INFORMATION

1. The following West Berlin S-Bahn stations are to be equipped with a loudspeaker system during 1954, ostensibly for the announcement of train arrivals and departures and similar public announcements in connection with the operation of the S-Bahn:

Bahnhof Zoo

Bahnhof Neukölln

Bahnhof Westkreuz

2. The Reichsbahn Directorate is considering taking the following steps to ease the shortage of rail replacement parts:

a. Dismantling little-used secondary sidings in East Germany and installing the rails thus obtained on the more heavily travelled stretches in and around Berlin, which are badly in need of rail replacements.

b. Exchanging badly worn rails from heavily travelled sections in the Berlin area for less worn and less heavily travelled rails from the outlying S-Bahn stations in West Berlin, principally on the Anhalter Bahnhof-Lichterfelde Sued section. It is believed that this suggestion is a deliberate move to enable the Reichsbahn Directorate to declare the stretch between Anhalter Bahnhof and Lichterfelde Sued incapable of handling long distance trains, principally to and from Jueterbog, because of the poor condition of the roadbeds. As of 8 January 1954, no mention had been made of dismantling or exchanging the rails on the Lichterfelde-West line.

3. Recent shipments of rails from Czechoslovakia and the USSR, though of standard quality according to production standards in both these countries, have failed to meet the specifications for installation in the East German rail network. Whereas the German-produced rails have a flexibility tolerance of 24 to 28 millimeters, the rails

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produced in Russia have a flexibility of only 7 to 9 millimeters. From mid-October 1953 until early January 1954 the Soviet Union delivered a total of approximately 400 kilometers of rails to East Germany. Because of the lack of elasticity of the Russian-produced rails, which bear the Cyrillic letters "PTO" or Roman "RTO" embossed on the underside, it will be necessary to lay the supporting ties every 40 centimeters instead of the usual 50 centimeters to make up for the otherwise brittle nature of the steel and to avoid rail breaks when heavily loaded transports pass over them. This will involve a tremendous increase in the consumption of wooden ties, which are also at a premium. The price of the Russian-delivered rails runs between 9.00 and 12.00 DME per meter, against a cost of 4.30 to 5.00 DME per meter for East German-produced steel rails. Because of their brittleness the Russian rails can be installed only on secondary and tertiary rail lines and sidings, where the speed of trains does not exceed 40 kilometers per hour. A recent shipment of steel rails was received from Czechoslovakia in mid-December; these rails proved to be too soft for installation on heavily used stretches of tracks. It was decided that the Czech rails, consisting all told of only a few hundred meters, could be used only at transfer rail points and assembly yards where the weight load stress would not be too high. No price has yet been set for the Czech rails.

4. The East German Ministry for Railway Transportation has charged Haas (fnu) with supervising the transfer to East Berlin of usable equipment, rolling stock and other items of railway property which are still located or stored in warehouses and on sidings located in West Germany and/or West Berlin, although legally the property of the Reichsbahn. The Rail Administration (Bahnverwaltung) (BV) Tempelhof is still engaged in dispatching to East Germany under the guise of scrap shipments considerable quantities of usable and new machines, machine parts, and specialized equipment which either was stored in West Berlin warehouse sidings or in some cases was newly imported from West Germany. There are a number of new machines produced in West Berlin included in these shipments of scrap leaving the Tempelhof station. Shipments of new machines from West Berlin manufacturers are all delivered to RAW, Brandenburg West.
5. A sizeable quantity of bridge-building parts is stored at the railroad storage sidings in Marienfelde; the Reichsbahn intends to transfer it by any means possible to the East Sector of Berlin. Some of the bridge superstructure parts have reportedly already been moved, but recent reports indicate that the night watchman assigned to this stretch of roadbed has been causing difficulty in the illegal transfer of these materials by interfering with the workmen engaged in the loading. It has also been rumored that, in an effort to facilitate this action, the watchman, whose identity is not known, is to be dismissed to prevent the possibility of his calling the attention of West Sector police to the night loadings. It is believed that a similar action to clear all movable property of the Reichsbahn from the BV's Gesundbrunnen, Grunewald and Tempelhof is contemplated in the very near future.
6. A reexamination of the costs of construction of the Northern Outer Ring (Noerdlicher Aussenring) around Berlin, built between Birkenwerder and Wustermark, indicates that, upon completion of the project in late January or early February 1954, the total costs will amount to approximately 30,800,000 DME. The Southern Outer Rail Ring stretch, running from Berlin to Gruenau via Schoenefeld, is reported to have cost considerably more than this. The purpose of the entire construction program was to enable East German authorities to route passenger and freight trains around Berlin to avoid passing through the West Sectors.

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- Unsubstantiated reports reaching the various Reichsbahn Amt employees indicate that many little-used stretches of secondary rail lines in Thuringia were dismantled in order to salvage rails and bridge superstructures. These were then used to complete the construction of the Berlin Rail Ring.
7. The rail sidings leading to the Sprengchemie Torglau plant near Veckermuende, which were dismantled by the Russians immediately following the war, are now being reinstalled by a joint Russian-German team of laborers.
  8. During 1953, the Reichsbahn was obliged to pay a total of 120,000 DME in fines to the East German government for nondelivery of freight cars to industrial plants having goods ready for shipment. The fine is based on the rate of ten DME for each freight car which the Reichsbahn is unable to provide the plant at the desired time and place. Failure to keep up freight car deliveries to plants having goods available for shipment has been entirely the result of a shortage of available unloaded freight cars at the disposal of the Reichsbahn. Against this fine payment of 120,000 DME, industrial plants were obliged to pay 360 DME in fines for delays in unloading freight cars (Wagenstandgelder) at plant sidings for the entire year of 1953. The Wagenstandgelder are figured at the rate of one DME per car, or one-tenth the penalty imposed upon the Reichsbahn for failure to deliver an empty boxcar to a plant siding when called for.
  9. There is a Russian Transport Headquarters, known to the Reichsbahn employees under the abbreviated designation WOSO, located on the fourth floor of the Main Reichsbahn Administration Building in Berlin, Wilhelm Pieck Strasse. This office is headed by a Russian Colonel in Soviet Army uniform. There is a staff of approximately 15 Russian officers. They occupy a total of five offices. This office is the recipient of bills from the Reichsbahn for use of railroad equipment by the Soviet Army, as for example, the bills for the rental of rolling stock used by Soviet Army forces during maneuvers in October and November in which tanks were loaded and transferred by rail from Strausberg to Schoeneweide. Such bills are issued in the name of the FPN actually using the rolling stock and are handed for payment to the Russian Transport Headquarters. The actual payment method used to reimburse the Reichsbahn is not known. The bills themselves, however, are referred to by Reichsbahn employees as "Red bills" (Rote Rechnungen).
  10. The principal rail-shunting stations and assembly points for freight trains originating from or passing through the East Berlin area are located in Siedlin and Muhlheide. Muhlheide is a sub-station of the Rummelsburg marshalling yard. Russian rail shipments destined for Frankfurt/Oder and points beyond are assembled to a large extent at Muhlheide.

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